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No. 80 FEBRUARY, 1961

Published first Thursday of the month

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DUTCHMEN AT CLOSING DOWN OF THE NORE Queen's Colour to be laid up

In planning the closing ceremony of the Nore Command, now set for March 24, the Commander-in-Chief, The Nore, Admiral Sir Robin Durnford-Slater, K.C.B., had the inspired idea of inviting the Dutch Navy to attend the ceremony in memory of the occasion on June 17, 1667, when a Dutch squadron, under the command of Admiral De Ruyter, sailed up the Medway and burnt the British Fleet.

News has been received that the Dutch have accepted the invitation and are sending one of their newest and most powerful destroyers, the Limburg, to Chatham from March 23 to 27. Limburg will, furthermore, be flying the flag of the Commander-in-Chief, Netherlands Home Station, Rear-Admiral Baron de Vos van Steenwijk.

It is also planned that a detachment from the Dutch ship will march in the parade on March 24, which marks the closure ceremony and that of the Laying Up of the Queen's Colour of the Nore Command.

The closure ceremony will start with a large parade and march past, at which Admiral Durnford-Slater will take the salute. Contingents on parade will be drawn from ships and establishments in the Nore Command and from local Royal Naval and Royal Marine Associations.

The parade will be followed by a service in the barracks' church to mark the Laying Up of the Queen's Colour.

FLAG OFFICER, MEDWAY

It has been announced that as from April 1 a post of Flag Officer, Medway, will be established to deal with local command problems, under the Commander-in-Chief, Portsmouth. The post will be filled by the Admiral Superintendent, Chatham, as an additional function.

The Admiralty have also approved that when the Nore Command ceases to function, the Command responsibilities will be partly taken over by the Commander-in-Chief, Portsmouth, and partly by the Flag Officer, Scotland. The division between these commands will be a line drawn at the Wash.

AULD LANG SYNE AS HOSPITAL IS CLOSED

As the Union flag was slowly lowered at the Royal Naval Hospital, Gillingham, on Sunday, January 15, Auld Lang Syne was heard—and then came the notes of the Last Post.

The Royal Naval Hospital, Chatham, was no more.

The Commander-in-Chief, The Nore, Admiral Sir Robin Durnford-Slater, was present at the simple, but moving, ceremony.

The buildings will be closed for about two years, during which time alterations will be made before the hospital is opened for civilians.

Before the closure there was a service in St. Luke's Church.

The hospital chaplain, the Rev. W. H. Browne, conducted the ceremony, the Commander-in-Chief and the Medical Director-General of the Navy, Surg. Vice-Admiral W. R. S. Panckridge, who was formerly in charge of the hospital, read the lessons.

QUEEN MOTHER TO VISIT ARK ROYAL

QUEEN Elizabeth The Queen Mother is to visit the aircraft carrier H.M.S. Ark Royal at Devonport on March 14.

The ship, commanded by Capt. P. J. Hill-Norton, R.N., is at present in the Mediterranean and returns to this country at the end of February, after having been away since last October. She was commissioned at Devonport in March, 1960.

The Queen Mother launched the ship in May, 1950, and has taken a lively interest in her, and her crews, ever since.

URGENT!

THERE ARE ONLY A FEW DAYS LEFT BEFORE A DECISION HAS TO BE MADE ABOUT THE FAMILIES ANNEXE AT PORTSMOUTH. HAS YOUR SHIP OR ESTABLISHMENT CONTRIBUTED?

ORDERS PLACED FOR LEANDERS

ORDERS have been placed for three Leander Class frigates. Competitive tenders for these ships, which are an improved Whitley Class, were invited from all warship building firms in the country. In consequence the contracts have been awarded to John Brown & Co. (Clydebank) Ltd., Swan Hunter & Wigham Richardson Ltd., Wallsend-on-Tyne, and Scotts' Shipbuilding and Engineering Co. Ltd., Greenock.

The ships will bring work to the value of several million to the ship-builders and in addition there will be valuable orders for equipment, which will be obtained from all sections of the shipbuilding industry.

Other Admiralty orders will shortly be awarded after consideration of competitive tenders in respect of two large tankers for the Royal Fleet Auxiliary.

Navy Ship's Caribbean Chase



H.M.S. Rothesay, the anti-submarine frigate, one of the ships which took part in the search for the Portuguese ship Santa Maria.

Eagle's refit will cost £20 million and take another three years

H.M.S. Eagle is being modernised in H.M. Dockyard Devonport and the final cost is estimated to be about £20,000,000. "We have been working on this major modernisation programme for nearly a year—and the whole job is expected to take just over four years," said Rear-Admiral G. D. A. Gregory, the Admiral Superintendent of the Yard.

"When it is finished the Eagle will be the most efficient and hardest-hitting ship in the British Navy," he said.

The Eagle was completed in 1952 but since that date there have been so many improvements in the carrier world—faster and heavier aircraft, angled decks, new radar and electronic aids—that this new comprehensive modernisation was essential to enable it to operate with the fleet. The Admiral said that apart from the boilers and hull just about everything else is either being refitted or replaced.

The ship is to have a new angled deck and a larger "island" and the guns are being replaced by a system of guided weapons.

R.F.A. brings treasures worth £1½ million

WHEN the Royal Fleet Auxiliary, Fort Constantine, arrived at Devonport on January 16 she brought, from Hong Kong, treasures from the National Museum of Korea to the value of about £1,500,000. The art pieces are to be exhibited in this country, France and Germany.

Commodore Thomas Elder, Commodore of the Royal Fleet Auxiliaries, said that the treasure was probably the most valuable ever to be carried by an R.F.A. No special security arrangements were made during the voyage, but the hatches were under the eyes of the officer on the watch on the bridge.

FIRST LORD IN FRANCE

ORD Carrington, the First Lord of the Admiralty, has been spending a few days in France as the guest of the French Navy.

The First Lord visited the French naval dockyards at Toulon and Brest and he returned to the United Kingdom from the latter port in H.M.S. Rhyd on February 2.

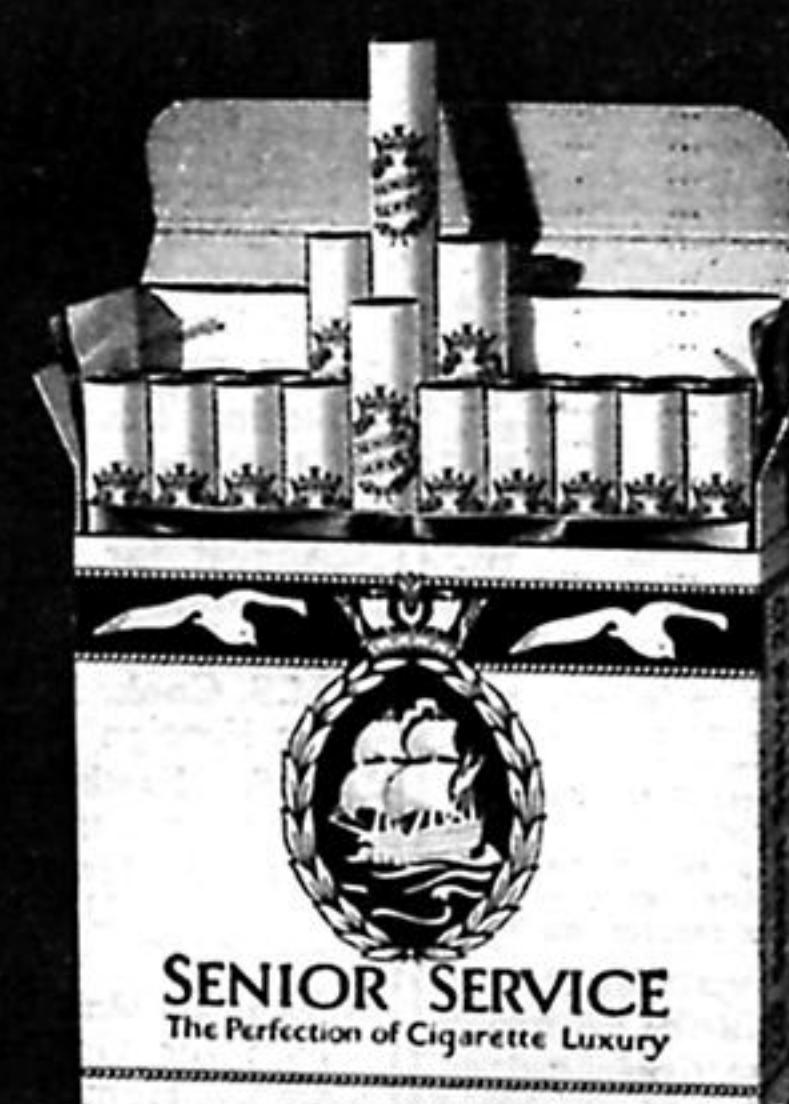
DAMPIER NEAR RED BASE

ON passage from Singapore to Hong Kong, H.M.S. Dampier was routed to delineate the 100-fathom line between the Paracels and Communist-held Hainan. Although this took her within 25 miles of the Red stronghold and into waters usually avoided by warships, nothing of note was seen except a few non-hostile fishing boats.

Three weeks in Hong Kong gave everyone a chance for relaxation as well as getting some essential work done in the harbour. Considerable land reclamation and development is in progress in many places, and numerous areas had to be re-surveyed.

Surveying on the return trip to Singapore was seriously curtailed due to Typhoon "Ophelia" approaching from the Philippines and making a direct course for Singapore most adviseable.

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Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N. (Retd.).
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

EDITORIAL

THE taking over of the Portuguese liner, the Santa Maria, by an armed body of men, brings to mind acts of piracy on the high seas and the extremely difficult position faced by captains of warships.

The Royal Navy has, for hundreds of years, been "a security for such a pass on the seas upon their lawful occasions" and, happily, few acts of piracy have taken place in this century.

The China Seas in the mid-thirties saw a couple of acts of piracy which demonstrate the very difficult position with which commanding officers may be faced.

There was the seizing of the brand new ship, the Shuntien, on her maiden voyage half way between Tient Sin and Hong Kong. What was the Navy to do? An armed boarding party attempting to board the Shuntien would have meant that the throats of innocent people on board would have been cut without mercy. The overcoming of the pirates by shell fire would have meant the killing of very many passengers and a new ship would have been destroyed.

Another act of piracy—again in the China Seas, took place about the same time—end of 1934. This was the case when pirates took over a ship filled with children returning to Hong Kong from Chee Foo. The children were returning home from school in the far north for the Christmas holidays and hundreds of families in Hong Kong had a child or children on board.

Here was a dilemma! To attempt to capture the vessel by force would have meant the death of the youngsters, yet to do nothing was impossible. A "show of force," aeroplanes flew around, ships guns were manned and so on, and this so impressed the pirates that the children were given up.

In the case of the Santa Maria the leader of the insurrectionists is reported to have said that he would scuttle the ship than surrender it.

What a position for the captain of one of Her Majesty's ships to find himself in. To use force would mean, possibly, the death or injury to a large number of people: to do nothing could be construed as siding with "pirates" against a friendly power. Whatever he did, or did not do, there was bound to be a large body of people—both at home and abroad—who would have said he was wrong. It was a case of "Heads you win, tails I lose."

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THE CARRIER IS VITAL

To be able to act quickly is essential

"WE are at the moment discussing the problem of a new generation of aircraft carriers and, perhaps even more important, the aircraft which would go with them, because on the aircraft would depend the size and shape of the ship."

With the world in its present state of unrest, the above words, spoken by the First Lord of the Admiralty at the Navy League's Trafalgar Day luncheon, are particularly significant. We must be able, either alone or with the help of allies, to deploy air power to any part of the globe where military force is needed. The gradual shrinkage of bases available to us overseas, the difficulties encountered in overflying certain foreign countries, underline the vital importance of the carrier.

The present-day version of the "Pax

Nearly 50 years with the Navy

SIR John Gerald Lang, G.C.B., Secretary of the Admiralty since 1947, is retiring from the Admiralty Service on March 31.

Sir John was born in 1896 and entered the service of the Admiralty as a clerk in 1914. After service as a Lieutenant in the Royal Marine Artillery in 1917-18 he returned to the Admiralty and was appointed to the administrative class in 1930 and promoted Assistant Secretary in 1939.

During the Second World War he held several important appointments and he became Acting Secretary of the Admiralty during the illness of the late Sir Henry Markham and eventually succeeded him.

He was appointed K.C.B. in the Birthday Honours List of 1947 and promoted to Knight Grand Cross in the same Order in the 1954 Birthday Honours List.

TELEPHONE

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DRAFTING FORECAST—YOUR NEXT SHIP

AS ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

(Note.—Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.)

SUBMARINE COMMAND

H.M.S. Walrus, February, at Greenock for service in 3rd Submarine Squadron.

H.M.S. Oberon, February, at Chatham for service in 3rd Submarine Squadron.

GENERAL

H.M.S. Nimble, February 14, at Devonport for Home Sea Service (Steaming Crew).

H.M.S. Anzio, February 28, at Malta for Foreign Service.

H.M.S. Troubridge, February 28, at Portsmouth for General Service Commission. Home/West Indies (21 months). U.K. Base Port, Portsmouth.

700 Z Flight, March 7, at R.N. Air Station Lossiemouth for I.F.T.U.

H.M.S. Blake, March 7, at Clyde for Home Sea Service. Recommissions August for General Service Commission, Med./Home (24 months). U.K. Base Port, Devonport.

H.M.S. Cook, March 20, at Singapore for Foreign Service, (Far East).

H.M.S. Eastbourne, April 12, at Chatham for General Service Commission, Home/East of Suez (20 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Chichester, April 13, at Chatham for General Service Commission, Home/East of Suez (18 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Loch Lomond, April 18, at Chatham for General Service Commission, Home/Arabian Seas and Persian Gulf (15 months). U.K. Base Port, Portsmouth (C). (See note.)

Britannica" is that we should be able to act quickly in any situation of unrest before it develops into full-scale war. The very inaccessibility of many parts of the world makes swift and effective action of this kind possible only to the carrier. It is implicit in the concept of the Strategic Reserve: troops are moved to the trouble spot by the quickest possible means—the Commando Carrier, the second of which is now in hand for conversion, may well be the first on the scene. But the troops themselves will need prompt and continued air support, which in many cases can only be provided by carrier-borne aircraft.

Granted the essential need it is clear that, unless some entirely new strategy is evolved, or there is complete and worldwide disarmament, we shall go on needing the carrier. Existing ships will not last for ever; replacements there must certainly be. These will inevitably cost a lot of money; all modern defence is costly. The aircraft carrier is vital to our security; the bill should be looked on as an insurance premium. It will be cheap at the price.

THE LOSS OF VEHEMENT

SIR—I was interested to read in the December issue a request from Mr. Comber about the fate of the destroyer Vehement.

You and your readers may be interested to know the details:

H.M.S. Vehement was sunk by a mine whilst minelaying in the North Sea on the night of August 2-3, 1918, in company of other destroyers of the 20th Flotilla, including her sister ships: Vanoe, Vanquisher and Venturous. The mine detonated her foremost magazine and as a result her bows from abaft the bridge to the stem almost disappeared. As steaming after the collapse of a bulkhead, was impossible the Vehement was sunk by gunfire and depth charges of the Telemachus.—J. BIGLEY, 21 The Avenue, Spinney Hill, Northampton.

Letters to the Editor

Raising of £25,000 can be painless operation

NEED FOR FAMILY ANNEXE IS URGENT

SIR.—In last month's edition of NAVY NEWS a forthright appeal was made to men of the Fleet, asking them to subscribe towards the building of a "Family Annexe" to the Royal Sailor's Home Club, Portsmouth, the approximate sum required from the Fleet being £25,000.

For several years I have been an absolute supporter of this OUR OWN CLUB and although in recent years I have been unable to associate myself with it as actively as I would have liked to, I am well aware of the need it has fulfilled, but above all those needs still their own welfare a painless operation.

It may be argued by many that they never use the Club at all, but surely this would be in the wrong spirit and in these days of global disunity it would be very refreshing indeed if we of the Royal Navy were to prove, as we can, that we are a little more united than most, even if we only prove it to ourselves.

CENTRALISED DRAFTING HERE TO STAY

Furthermore, it doesn't carry much weight these days to say: "I am Devonport Depot," or any other depot for that matter, because all the main schools are now in the Portsmouth Command and with centralised drafting here to stay, we may all need to make use of the Club's facilities at some time or other. If any of us do not need to use it because of house ownership or some similar reason, then surely the maxim should be: "There but for the Grace of God go I," but however one looks at this matter, I think the strong should help the weak.

Therefore, with all the strength at my command, I would urge every man to throw in a 10s. note and if any man must worry about the expense after he has parted with the money. It is a sobering thought that, if we fail this time it is unlikely we shall see an annexe to the Club for many years to come.

Finally, without wishing in any way to be sanctimonious, may I remind everyone that "God always helps those who help themselves," and in this case so will the Naval Central Fund, if we all do our bit.—G. ANDREWS, C.C.Y., 20 Quarry Road, Ryde, Isle of Wight.

The Swedish destroyers Oland and Ostergotland visited Portsmouth January 26 to 30.

mission. Home/Med. (18 months). U.K. Base Port, Portsmouth.

H.M.S. Dampier, June 23 at Singapore for Foreign Service (Far East).

H.M.S. Ursa, June 30 at Malta with Trials Crew. Local Foreign Service.

H.M.S. Falmouth, July, at Wallsend-on-Tyne for Home Sea Service. Commissions for General Service Commission, October, Home/Med. (18 months). U.K. Base Port, Devonport.

H.M.S. Loch Killisport, July 25 at Rosyth for Home Sea Service. Commissions September 12 for Foreign Service (Far East).

H.M.S. Dalrymple, July 18, at Devonport for General Service Commission, Persian Gulf/Med. (24 months). U.K. Base Port, Devonport.

815 Squadron, July, at R.N. Air Station, Culdrose, for Overseas Service (H.M.S. Ark Royal).

706 Squadron, July, at R.N. Air Station, Culdrose, for Advanced Flying Training.

H.M.S. Mull of Kintyre, end of July, at Portsmouth for Home Sea Service. U.K. Base Port under consideration.

H.M.S. Vidal, August 9, at Chatham for trials. Commissions September 12 for General Service Commission West Indies (24 months). U.K. Base Port, Devonport.

H.M.S. Puma, August 22, at Devonport for General Service Commission Home/South America and South Atlantic (20 months). U.K. Base Port, Devonport.

H.M.S. Ark Royal, August, at Devonport for General Service Commission, Home/Med. (24 months). U.K. Base Port, Devonport.

H.M.S. Cavalier, December, at Singapore, for Foreign Service (Far East).

H.M.S. Ulster, December, at Devonport, for General Service Commission, Home/East of Suez (21 months). U.K. Base Port, Devonport.

H.M.S. Agincourt, end of December, at Portsmouth for trials. Commissions March, 1962, Home/Med (24 months). U.K. Base Port, Portsmouth.

Submarine menace 'colossal'

RUSSIA BUILDS MORE WARSHIPS THAN ALL OTHER NATIONS

THE 1960-1961 edition of "Jane's Fighting Ships" (the 63rd year of issue) is now available and is being studied by students of the world's navies and by that large body of men—and women—who are interested in warships.

This latest issue is another volume packed full of pictures, drawings and data—of interest from the first page to the last. "Jane's" is described as a technical annual—a book of reference—but it is more than that. It is a superlative production which holds the attention of anyone picking it up.

Altogether this latest issue contains over 2,500 photographs and scale drawings and gives particulars of some 10,000 warships in the navies of 75 countries. There are some 470 new illustrations comprising 443 photographs and 27 drawings either of newly built, reconstructed or recently converted warships, or to replace previous half-tones, plan and elevation drawings and silhouette sketches.

The numerical strengths of most of these 75 navies are summarised in a two-page-spread table showing the number of warships in each category for each country.

This comparative table covers all ships from heavy aircraft carriers (U.S.A., 9) down to tugs and miscellaneous craft, and although the U.S.S.R. figures are, in the main, estimated ones, the totals for Great Britain, the U.S.A. and the U.S.S.R. are 757, 2,798 and 2,955 respectively.

SUBMARINE MENACE

The editor (Mr. R. V. B. Blackman, A.M.R.I.N.A., A.I.Mar.E.), in his foreword, describes the potential enemy submarine menace as "colossal." Russia is estimated to have three nuclear submarines (U.S.A., 17; Great Britain, 1 building) and 450 conventional submarines (U.S.A., 157; Great Britain, 47).

He says: "In the event of hostilities the allied navies might be threatened by 450 to 500 submarines and the damage they could inflict on our materiel, personnel and economy baulks the imagination. . . .

"While the United States, Britain, France, Italy, the Netherlands, Canada and other NATO countries have all built a certain number of anti-submarine vessels since the end of the Second World War, and also have a reserve of modernised war-built destroyers and frigates, the total number of all the anti-submarine vessels available would not be sufficient to meet the threat of enemy submarine attack.

"It is perhaps not generally appreciated that the U.S.S.R. not only has more submarines than all the other countries in the world put together, but

Sea and sail training at 6d per week

SIR.—It was very interesting to read about the old ships Minotaur and Agincourt in the January issue.

I was drafted to the Minotaur from the St. Vincent in 1900 to do gunnery and rifle practice. We used to go on to the "Hump" to do firing—64 pounders and 7 and 9 pounders, muzzle loaders.

The Agincourt was drafting ship. I left the Agincourt and was drafted to the Prince George, of the Channel Fleet in 1901.

The Boscawen was senior ship at Portland (Captain Jeram). She used to be berthed close ashore—the Minotaur and the Agincourt were in the harbour.

I did my sail and sea training in the brig Sealflower and the pay was 6d. per week.—F. L. EVANS, ex Petty Officer, 197 Hyde Park Road, Southsea.

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SHIPS OF THE ROYAL NAVY

No. 63



H.M.S. TOKEN

H.M.S. Token (Lieut. S. R. Conway, R.N.) employed on the Mediterranean Station, is a "T" Class "streamline" submarine, built in H.M. Dockyard, Portsmouth. She was laid down on November 6, 1941, launched on March 19, 1943, and completed December 15, 1945.

The "Streamline Ts" are riveted boats and could not undergo the full conversions which some of the welded boats did. They had an additional section of about 20 ft. built into them.

The "T" Class submarines were built for general service and had an endurance for 42 days. All were fitted with "Snort" equipment.

Of 1,321 tons surface displacement, Token is 273½ ft. (o.a.) in length and carries a crew of 59.

She is the second ship of the name to have served in the Royal Navy.

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer
JX153779 C. Houghton, JX159861 F. D. Drake, JX329669 W. T. Neale, JX160886 A. C. Balster, JX152316 C. J. Pask, JX371944 P. S. Stevens, JX667002 S. Lamont, JX246281 K. C. Peak, JX371376 D. W. Streastfield, JX890518 K. Waiters, JX148508 J. C. A. Macleod, JX292740 P. Gausden.

To Acting Chief Ordnance Artificer
MX88609 J. W. Hutt, MX88566 P. D. Crouch.

To Acting Chief Electrical Artificer
MX558561 R. Brooking, MX73993 H. L. F. Hoare, MX9185566 J. C. Chambers, MX55807 D. A. Spencer.

To Stores Chief Petty Officer(s)
MX771411 N. Nedley.

To Chief Engineering Mechanic

KX164180 D. A. Husson, KN95724 C. Hayes, KN92913 R. G. Bannister, KN712911 V. H. Bevan, KN770083 A. Betty, KN137721 F. J. Bicker, KN95657 A. R. Hewitt, KN98575 C. J. Sears, KN27136 D. D. Rennie, KN834696 T. Adams, KN837253 G. J. Stevenson, KN70513 J. A. Risley, KN770998 R. L. Johnson, KN135427 R. R. Laine, KN576535 D. J. Bailey.

To Acting Chief Engine Room Artificer
MX855635 L. T. Jennings, MX855591 P. L. David, MX803683 T. J. Holt, MX843000 G. J. Smith, MX818543 R. R. Coombs.

To Chief Electrician

MX856334 L. M. Jones, MX759333 W. W. Kirkby, MX817860 R. W. Burrows, MX844455 W. H. McGavin, MX856417 R. J. Webley.

To Chief Radio Electrician

MX848702 E. S. Want.

To Chief Petty Officer Writer

MX853698 D. H. Jordan.

To Chief Petty Officer Cook(s)

MX807735 E. G. Rothwell, MX63895 N. F. Simmonds.

To Chief Communication Yeoman

MX885544 F. W. Morris.

To Sick Berth Chief Petty Officer

MX793196 A. Sparrow, MX817735 R. J. Hartwell.

To Master-At-Arms

MX718677 F. A. Warren.

To Acting Chief Aircraft Artificer (O)

L/FX668345 S. Gledhill.

To Chief Air Fitter (AE)

L/FX813889 C. J. A. Freeman.

To Chief Air Fitter (O)

L/FX805556 W. Bainbridge.

To Chief Airman (AH)

L/FX646169 W. G. Clark.

To Acting Chief Electrical Artificer (Air)

L/FX888581 M. Fleetwood.

To Acting Chief Electrical Mechanician (Air)

L/FX817710 W. F. L. Stokes.

To Acting Chief Radio Electrical Mechanician (Air)

L/FX860963 M. W. Crosier.

To Chief Radio Electrician (Air)

L/FX854418 R. M. O'Rourke.

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. Ships may be obtained from the Editor, NAVY NEWS, R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

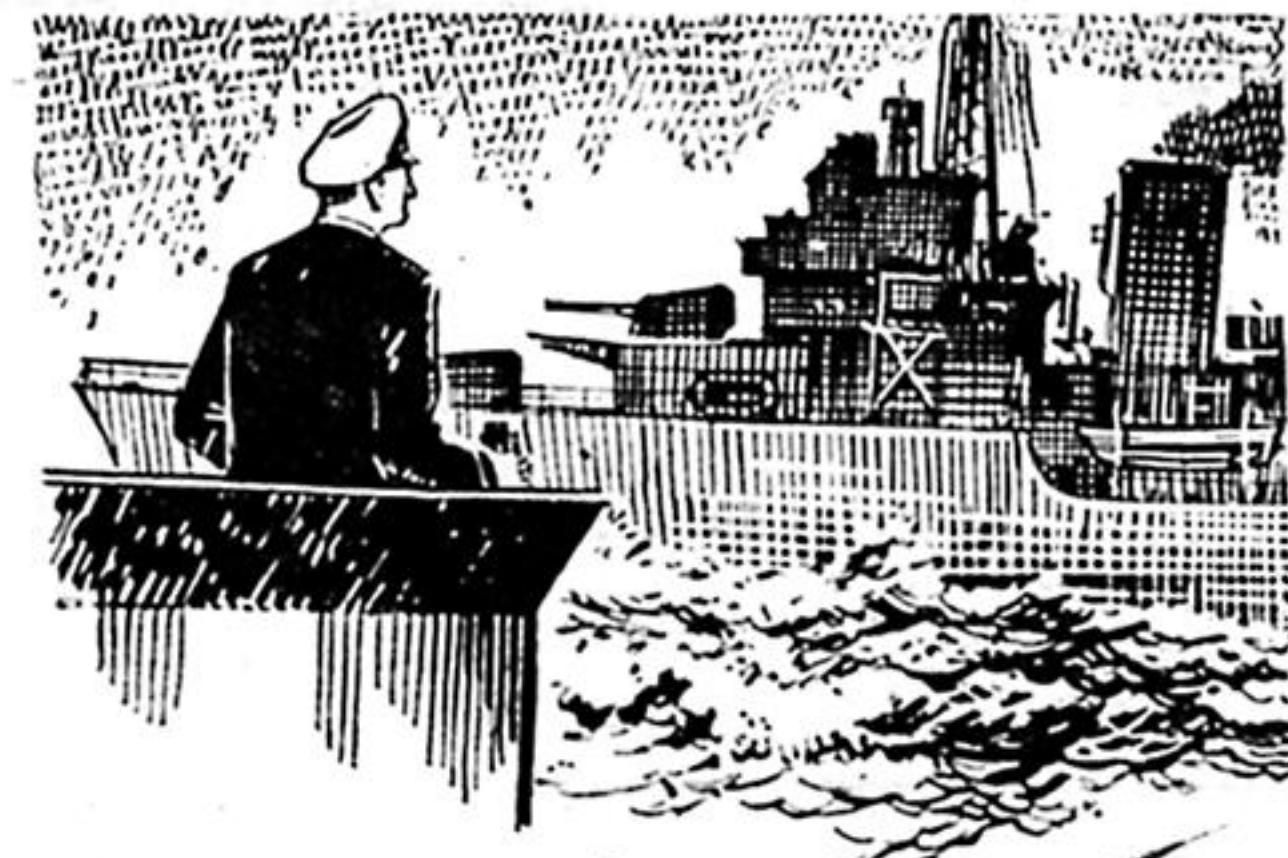
Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point and Leopard.

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lessons learnt in the First World War. The non-profit system then established, whereby NAAFI distributed all its trading surpluses for the benefit of the Services, has continued ever since. In its 40 years NAAFI has paid out a total in cash rebates, discounts and dividends of £121,812,949. This vast sum has been shared by welfare funds of the Navy, Army and Air Force, by unit and mess funds and by individual customers.

At present there are awards for men with 30 years' and women with 25 years' service," said a NAAFI spokesman. "We have almost 100 employees still serving who were with us on the day we began and they will qualify for this additional award."

NAAFI began operations on January 1, 1921, following the recommendations of two Government committees set up to consider the administration of Service canteens and shops, based on the



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NEPTUNE'S SCRAPBOOK

Rear-Admiral D. P. Dreyer, C.B., C.B.E., D.S.C. has been appointed Flag Officer Air (Home) in succession to Vice-Admiral Sir Deric Holland-Martin, K.C.B., D.S.O., D.S.C. and Bar—the appointment to take effect in May, 1961.

Rear-Admiral Dreyer, son of the late Admiral Sir Frederick Dreyer who was Beatty's Flag Captain at the Battle of Jutland, was the Gunnery Officer of H.M.S. Ajax during the Battle of the River Plate. It was for his service in that action that he was awarded the D.S.C.

He took part in the Norwegian campaign whilst serving in H.M.S. Coventry. From 1941 to 1943 he served in the battleships King George V and Duke of York. After a period in the Admiralty Gunnery Division he was appointed Staff Officer (Operations) to the Commander-in-Chief, British Pacific Fleet and in 1947 was appointed to H.M.S. Vanguard.

Admiral Dreyer was Captain (D), 3rd Destroyer Squadron, in H.M.S. Saintes and from 1955 to 1957 was Chief of Staff to the Commander-in-Chief, Mediterranean, with the rank of Commodore 1st Class.

He was promoted to Flag Rank in January 1958 before taking up the appointment of Assistant Chief of Naval Staff and has been Flag Officer (Flotillas) Mediterranean, since January 1960. He was created a C.B. in the Birthday Honours last year.

Captain J. Howson, D.S.C., Captain B. C. Durant, D.S.O., D.S.C., Captain (Acting Rear-Admiral) J.P. Scatchard, D.S.C. and two Bars, and Captain J. F. D. Bush, D.S.C. and two Bars, were promoted to Rear-Admiral to date January 7.

Rear-Admiral Howson, who recently relinquished the appointment of Chief of Staff to the Commander-in-Chief, Plymouth, entered the Royal Naval College, Dartmouth in May, 1922. Specialising in gunnery he has been Gunnery Officer in Furious, Newcastle and Nelson.

He was awarded the D.S.C. for service in Nelson at the Sicily and Normandy landings.

He has, since the war, served at Admiralty and in the Far East and after being Executive Officer in Superb and further service at the Admiralty he became Maintenance Captain at Hong Kong dockyard.

Rear-Admiral Durant entered the Royal Navy as a Special Entry Cadet in January 1929. He specialised in navigation in 1935. His war service included the destroyer Ivanhoe, the cruiser Dorsetshire and H.M.S. Victorious. He was serving in Dorsetshire as navigator when that ship took part in the sinking of the Bismarck. He was also aboard Dorsetshire when she was sunk by Japanese dive bombers in the Indian Ocean in April, 1942, and spent thirty hours in the water before being picked up.

He was awarded the D.S.C. for manoeuvring Victorious during attacks by Japanese suicide bombers. His D.S.O. was awarded for service as Captain (F), 4th Frigate Squadron during the Korean War.

Rear-Admiral Durant has been appointed Chief of Staff to the Commander-in-Chief, Far East Station, in succession to Rear-Admiral R. E. Portlock, C.B., O.B.E., the appointment to take effect in April, 1961.

Rear-Admiral Scatchard went to the Royal Naval College, Dartmouth, in 1923. He was First Lieutenant of H.M.S. Kashmir at the beginning of the war, and until she was sunk off

Crete in 1941. He served in H.M.S. Garth from 1941 to 1943 and took part in the Dieppe raid. He was awarded a D.S.C. whilst serving in that ship. Two bars followed when serving in command of H.M.S. Termagant in the Mediterranean and later in the Far East. The first Bar was for sinking an enemy submarine and the second for operations in the Aegean.

Since the war he has been Executive Officer of R.N. Air Station, Easthaven, First Lieutenant of H.M.S. Vanguard, Executive Officer of H.M.S. Dolphin and Executive Officer of H.M.S. Phoebe.

After service in the Plans Division of Admiralty he became Captain (D), Portsmouth, and in command of H.M.S. Boxer and the Chief Staff Officer (Administration) to the Commander-in-Chief, Portsmouth. He took over the command of H.M.S. Duchess in August, 1957, and after being Director of Naval Equipment took up the appointment of Commandant of the Joint Services Staff College at Latimer.

Rear-Admiral Bush who is to be Flag Officer (Flotillas), Mediterranean, in April, entered the Royal Navy as a Special Entry Cadet from Clifton College in January, 1933.

He was serving in H.M.S. Nubian at the outbreak of the war and was awarded the D.S.C. in August, 1941, whilst serving in that ship for action against an escorted Italian convoy between Tripoli and Sicily. He received the first Bar to his D.S.C. in January, 1942, whilst still serving in Nubian at the time of the Battle of Crete.

As a Lieutenant-Commander he subsequently commanded the destroyers Belvoir, Zephyr and Chevron, and it was in Belvoir that he earned the second Bar to the D.S.C.

After service at the Admiralty and with the British Naval Staff at Washington, he commanded the destroyer Cadiz, has been Deputy Secretary of the Chiefs of Staff Committee at the Ministry of Defence and also Captain (F) of the 6th Frigate Squadron in H.M.S. Undine.

He was Commodore of the Royal Naval Barracks, Chatham, from May, 1957, to March, 1959.

Vice-Admiral (Acting Admiral) Sir Wilfred Woods, K.C.B., D.S.O. and Bar, the Commander-in-Chief, Home Fleet, was promoted to Admiral to date December 2, 1960.

Admiral Sir Richard Onslow, K.C.B., D.S.O. and three Bars, was placed on the Retired List to date December 2, 1960.

Colonel F. D. G. Bird, O.B.E., has been appointed a Royal Marine Aide-de-Camp to the Queen in succession to Colonel (Acting Brigadier) N. C. Ries, O.B.E.

A MAN TO GET THINGS DONE

A NAVY NEWS reader points out that Commissioner George St. Lo who was largely instrumental in the building of the original Dockyard Church at Devonport, became Commissioner at Chatham in 1703 and managed to get the Admiralty to build the house now occupied by the Admiral Superintendent, H.M. Dockyard, Chatham.

It is one of the oldest and quite the loveliest house that the Admiralty rule.

The reader ends his letter: "He (Commissioner St. Lo) was quite good at getting things done."

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Newfoundland's Bell at Singapore



The Bishop of Maidstone recently visited Singapore in H.M.S. Cardigan Bay (Capt. A. R. Aldous, R.N.) and dedicated H.M.S. Newfoundland's bell, installed outside St. Peter's Dockyard Church at H.M. Naval Base. The Bishop is seen with Rear-Admiral R. E. Portlock, O.B.E. (Chief of Staff to the Commander-in-Chief, Far East Station), Capt. A. R. Aldous, R.N., Capt. H. G. Southwood, D.S.C., R.N. (Chief Engineer, Singapore Dockyard), and the Rev. J. Marks (Chaplain to the Naval Base).

NO GIRLS AT THE ROYAL MERCHANT NAVY SCHOOL

SINCE the beginning of 1960 the Royal Merchant Navy School, Bear Wood, Wokingham, has been open to sons of serving members of the Armed Forces, and already many such boys have joined the school, which previously had been available only to children whose parents were serving or had served in the Merchant Navy or in certain closely associated auxiliaries.

Since 1921 the Royal Merchant Navy School, founded in 1827, has occupied the mansion and park known as Bear Wood in Berkshire, three miles

from Wokingham and six from Reading.

The school, hitherto co-educational, has always had many more boys than girls. The governors have recently decided that no further girls are to be accepted, and that when the present girl pupils have left, in about three years, the school shall be solely for boys.

Boys enter usually between the ages of 11 and 13 and remain at least until the age of 16, those suitable for advanced level work remaining until 18.

The school complement is 240 boys (though it is hoped to increase this to

300), and there are courses suitable for pupils of all levels of ability.

The grounds—nearly 500 acres in extent—include a 47-acre lake—used for bathing and boating—and a farm which supplies fresh eggs and Jersey milk.

The pupils' and staff living accommodation is in the mansion, to which new classrooms, and well-equipped laboratories and workshop have been added since 1948.

The fees to sons of serving members of the Armed Forces are £270 per annum. Service grants are available.

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From the builder's yard into general service

H.M.S. LONDONDERRY'S FIRST COMMISSION

THE story starts long before we commissioned. Some of us were lucky enough to stand by the ship when she was being built at Cowes, and great fun it was. Cowes can be rather bleak in the winter, but makes up for it in the summer. And plenty of longish weekends compensated for being cut off from the bright lights of the mainland.

Some of us didn't need to go further than the Island. In fact, the Correspondence Officer (who has to write out Banns of Marriage) has asked for a rubber stamp saying "of the parish of Cowes, Isle of Wight." I'm afraid the First Lieutenant set rather a bad example in this respect.

We commissioned last July, and marched through the streets of Cowes with bands playing. It was stirring stuff. As we left the shipyard at least one of our well-known and long-suffering landladies was to be seen weeping on the jetty, but whether from

ing fires and shutting down boilers, and the electrical boys are trying to keep the amps still wriggling through, and everyone else is either dead or wounded or trying to produce a fried egg sandwich for the Admiral on the bridge—in spite of all this calculated chaos everyone suddenly realizes that the expensive mass of men and machinery has become a SHIP! And when the work-up is over and one breathes a sigh of relief it doesn't all seem a waste of time.

DARK-EYED SENORITAS

So we finished the work-up and went south for some trials. The best run ashore was at Santa Cruz in the Canaries. I can thoroughly recommend Santa Cruz. The sun shines all day,

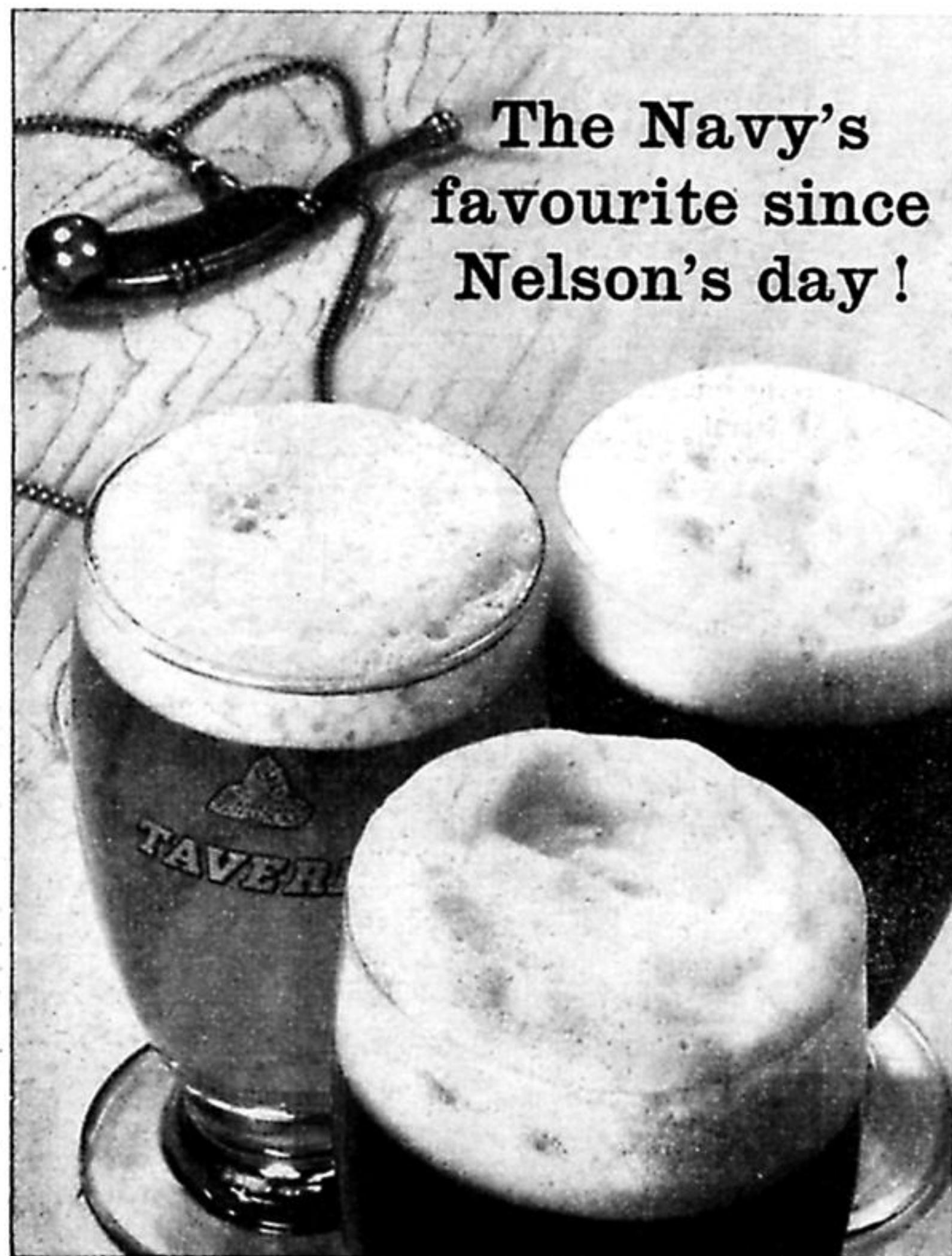


H.M.S. Londonderry is commanded by Commander I. S. Primrose, Royal Navy.

grief or joy at our departure was never firmly established.



The Coxswain of H.M.S. Londonderry, A/CPO R. N. A. Andrews. This is his fifth ship of which he has been coxswain.



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and the moon shines all night, and dark-eyed señoritas flutter their long eyelashes day and night!

Farewell and adieu to you Spanish ladies! We sailed up the Straits to enjoy the more familiar battlefields of Gibraltar, Malta, and Naples. Main Street was much the same as always; I thought the "Gut" was a bit quieter; Naples seems a good run still. But there's no place like home, and "home for Christmas" was the thought which we found more interesting than anything else.

So home we came, creaming back through seas calmer than usual, back to our sweethearts and wives and a bit of Christmas leave. Now we look forward to a trip to our namesake city, and a short visit to New York before we go to the West Indies in the spring. With a brand new ship and an interesting programme ahead it looks like continuing to be a splendid commission.



Leading Seaman P. F. F. Smith, one of the Quartermasters of H.M.S. Londonderry.

Naval establishment for nearly 50 years closed down

THE naval establishment at Stokes Bay, Gosport, known to many hundreds of naval ratings for nearly half a century, and known, in recent years, as H.M.S. Vernon II, was closed down on December 16, 1960.

It is believed that the establishment was taken over from the Army about 1917 for use as a torpedo trials base.

Stokes Bay Pier was also taken over about the same time for conversion to torpedo workshops.

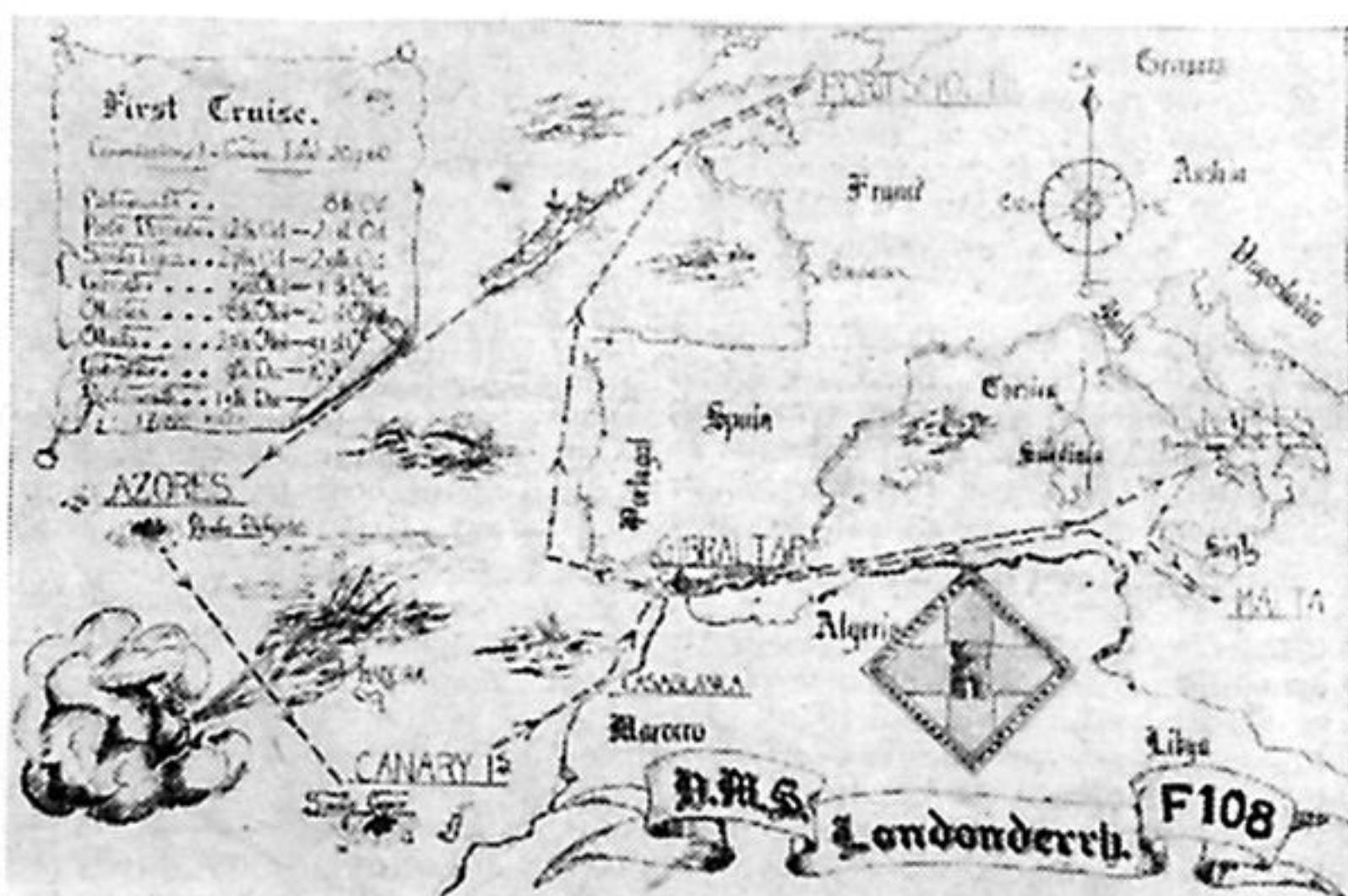
The old railway track and platforms are still there but the railway embankment leading up to it was demolished last year.

Vernon II continued to be used as a torpedo trials base until September, 1956, when it was decided to move the trials unit to the West Country.

About this time, owing to the rebuilding of H.M.S. Vernon, a requirement arose to accommodate Junior Seaman belonging to the T.A.S. School, and the trials base was reprieved and renamed H.M.S. Vernon II.

On opening for Juniors' accommodation Lieut.-Cdr. (SD) (TAS) T. J. Cain, R.N., was in command, but in May, 1957, he was relieved by Lieut.-Cdr. (SD) (TAS) C. R. Baker, R.N., who remained until the end.

H.M.S. Londonderry—one of the new Rothesay class of anti-submarine frigates



Track chart of H.M.S. Londonderry's first cruise, drawn by Able Seaman F. C. Budge

New ocean-going all-purpose research ship planned

DESIGNS are well advanced for a new all-purpose, ocean-going research ship to replace R.R.S. Discovery II, which was built in 1929, and is now owned by the National Oceanographic Council.

Proposed dimensions of the new ship are: Length, overall—260 feet, breadth, 43 feet, and it is expected that the displacement will be about 2,800 tons.

With diesel-electric drive and a single screw, a service speed of 10 knots is envisaged over a range of 15,000 miles, and the ship is to be capable of working in the Arctic, Antarctic or tropical oceans. Fuel and stores will be ample for extended periods at sea.

Three thousand square feet of laboratory and ancillary scientific spaces are planned for marine physics, biology, chemistry, geophysics and geology. A low-temperature laboratory is to be provided for the biological work, and a platform on the forecastle will house special meteorological instruments. There will be accommodation for 21 scientists and a crew of about 40.

BOW PROPELLER

Special features will include a bow propeller for providing sideways thrust, an underwater periscope, an open well for underwater instruments through the ship forward of the fuel tanks, and two deck cranes capable of being used at sea. Self-supporting masts and cantilever upper decks will ensure that neither rigging nor side stanchions interfere with handling awkward oversize scientific equipment.

Scientific deck machinery will consist of separate trawling and coring winches, a number of small oceanographic winches and a bathythermograph winch. Space is to be provided for a "package" laboratory, in which instruments can be assembled and tested at a shore base and the whole then transferred to the ship and connected to the appropriate services. Navigational aids will be of the

QUALIFIED AS TORPEDO OFFICER IN 1914

AN officer who was for many years closely connected with H.M.S. Vernon, Commander H. R. Bennett, Royal Navy, died at his home in Alverstone recently. He was 69.

Commander Bennett qualified as a torpedo officer in 1914 and served at sea throughout World War I in H.M. Ships Cumberland, Bonaventure, Maidstone and Titania.

After the war he did a long commission in H.M.S. Iron Duke and after a few months in H.M.S. Vernon in 1923, he joined H.M.S. Repulse for the Royal Tour.

In April, 1929, he went back to Vernon where he was responsible for officers' appointments and was Mess Secretary and Personnel Officer. He stayed for four years, retiring at his own request in 1934.

Soon after the start of World War II, having rejoined the service, he became the A.R.P. Officer in Vernon and was in the establishment during the two occasions when it was "blitzed."

In July, 1944, he became Personnel Officer again and finally retired in 1947.

Commander Bennett took a great interest in local sport and after his retirement from the service he helped to found the Gosport Rugby Football Club and was its treasurer for many years.

EMINENT VISITORS

YET another term has started at H.M.S. Condor, the Fleet Air Arm maintenance training establishment situated far from the warming waters of the Gulf Stream on the East coast of Scotland.

The courses provided at Condor vary in length from one of over two years for Aircraft Artificer Apprentices to the course of 16 weeks for the Naval Aircraft Mechanic. Apart from these long courses there is much activity in the Short Aircraft Maintenance Course Section, where officers and ratings from carriers and air stations are brought up to date on the equipment with which they have to deal.

The rate of advancement in the Fleet Air Arm can be impressive, for a Naval Aircraft Mechanic who is selected for Aircraft Mechanician will leave here as a Petty Officer and with a trade behind him after two years.

It would seem that Condor is something of a curiosity for many eminent visitors are attracted to Arbroath. Amongst them towards the end of last term was Admiral Sir Peter Reid, K.C.B., C.V.O., the Third Sea Lord, visited us and showed a great and good-humoured interest in all that was going on.

Vice-Admiral R. H. Wright, C.B., D.S.C., Flag Officer Scotland, inspected divisions at our passing out parade at the end of last term. He took the salute as the guard formed from newly-fledged Aircraft Mechanicians and Petty Officer Air Fitters marched past followed by brand-new Aircraft Artificers Third Class, armed with cutlasses, and the remainder of divisions. Later he presented the prizes and addressed passing-out classes.

FILM STARS

At the end of November the Canoe Club again featured in the news when a party of eight who had elected to go canoeing instead of spending a week of Venture Training at Glen Esk broke some fresh ground and ice on Loch Tay and the River Tay. The party led by Lieutenant-Commander Keane covered about 70 miles and spent the nights under canvas cheerfully braving the rigours of an approaching Scottish winter.

The River Tay, usually the province of white water and slalom canoeists proved to be an exciting and perilous route, but before long all eight canoeists were shooting thunderous rapids with complete confidence. Please note that life-jackets were worn and the canoes were fitted with buoyancy bags and spray covers.

The canoeists quite by chance ran into a party of pressmen who were so



Admiral Sir Peter Reid, K.C.B., C.V.O., the Third Sea Lord, arrives at H.M.S. Condor's quarterdeck accompanied by Captain Illingworth, where they viewed the ship's motto

impressed with the news value of this activity that a television camera was produced and the whole party became film stars on the B.B.C. news the same night. Pictures also appeared in the Scottish Press.

The establishment achieved a 96 per cent. shut-down, or shall it be said a state of suspended animation, over Christmas and the New Year and these festivals were largely celebrated at home except for those noble characters who remained behind to keep the Condor pulse beating at least feebly. All are now back at their posts at the beginning of a new term and with the winter really here: Some say that they barely survived the last one and have every confidence that an icy death awaits them in this.

A NEW CAREER

Amongst new arrivals was one who had only recently left Condor, ex-Chief Cook Jackson. Having recently completed a career in which he provided countless calories for hungry sailors he has returned to serve as Postmaster at Woodside Post Office, to which is attached a book-stall. If the prompt arrival of the December newspaper bills is any guide he is going to do this job just as well as he did the last one.

The vague talk of H.M.S. Condor becoming a civil airport for Dundee will soon become reality as Admiralty approval has now been given for limited flying. Dreams of a flying week-end up the smoke or even in Pompey or Paris will now become distinctly possible for any Condor sailor suffering from illusions of grandeur.



Ex-Chief Cook Jackson now serving in his new capacity as Postmaster and newspaper proprietor at H.M.S. Condor

The Royal Navy at the Boat Show

THE main attraction on the Royal Navy's stand at the International Boat Show at Earl's Court in January was the eleven ton, sloop rigged yacht Belmore which competed in the Bermuda Race and Trans-Atlantic race to Sweden. The boat had been lent for the races to the Royal Naval Sailing Association by Mr. T. W. M. Steele.

The crew consisted of serving naval officers and men selected from volunteers among R.N.S.A. members and it will be remembered that in the

3,500 mile race round Orkney to Sweden, her crew brought Belmore into first place in her class, after a voyage in which they encountered some particularly heavy weather south of Iceland. In the Bermuda race she finished second to the famous Finisterre in the overall results.

The crew of three Royal Navy and one Royal Marine Officer and two naval ratings were skippered by Commander E. Bruce, R.N. and they were in attendance on the stand to discuss sailing in the Navy.

STRENUOUS TERM AT HOLBROOK

THE Autumn term of the Royal Hospital School, Holbrook, had been a long and strenuous period, but all the hard work was forgotten as everyone prepared for the House Christmas and made final arrangements for the holidays.

The Boarding Houses held their Christmas parties on the last Saturday of term, each and every one had been gaily decorated. The Juniors and Seniors put on plays, and this was followed by the Christmas feast which was enjoyed by all. Competitions and games were also enjoyed during the evening.

SCHOOL BEATS OLD BOYS

Amongst other attractions on this festive last week-end, the School 1st Rugby team played the Old Boys, the School winning 18 points to 3, and it is hoped that this will now become an annual event at this time of year.

On Sunday, the School celebrated its Christmas dinner. Each House had decorated tables and it is fitting to express appreciation for the hard work that is put in on behalf of the boys by the house matrons on this, and indeed on many other occasions.

The Director of Greenwich Hospital and his wife joined with the staff and boys in enjoying the traditional turkey, which had been prepared by Mr. Stephens and the other cooks, who were suitably thanked with three rousing cheers.

GENERAL INSPECTION

For the first time for 14 years the school had an official general inspection by H.M. Inspectors. Although the final report has not yet been sent to the management committee, it can be said that the contents will be most favourable.

The various school teams for rugger and soccer and shooting have given good accounts of themselves. Captain J. R. Gower, D.S.C., R.N., the new Commanding Officer H.M.S. Ganges, paid a visit to the school and later he attended the inter-house boxing competition, presenting prizes to the winners of both senior and junior bouts.

Another visitor during the term was the Rt. Hon. Sir Allan Noble, K.C.M.G., D.S.O., D.S.C., who attended the Remembrance Day Service and took the Salute at the March Past afterwards. Trafalgar Day was celebrated with a Ceremonial Parade, which was televised.

HOUSEMASTERS FOR 23 YEARS

The school has been pleased to welcome the new members of the Staff, Messrs. R. J. W. Housden, M.A., P. E. Nunn, M.A., and J. E. Walpole, and Father Finian Roche, O.F.M.

Messrs. L. S. Burbidge and S. Good, who have been Housemasters of Cornhill and Hawke Houses respectively since 1937, have relinquished their Housemasterships for the peace and quietness of Assisting Masters and their places have been taken by Messrs. N. B. Long, B.A., and D. R. Morris, M.A.

Aden sheiks and sultans go to sea

H.M.S. Barham survivors visit T. S. Barham

ON November 26, the 19th anniversary of the sinking of H.M.S. Barham, 45 members of the H.M.S. Barham Survivors' Association attended a wreath-laying ceremony at Barham's Candlesticks in Westminster Abbey.

The next day, November 27, 18 members attended a parade of the Training Ship Barham (Wembley Sea Cadets) at their headquarters, and marched to St. Michael's Church for a memorial service.

On the return to the headquarters, a B.S.A. Martini International Mk. II 22 rifle was presented to the Sea Cadets on behalf of the Survivors' Association to perpetuate the memory of all those officers and ratings killed in Barham on November 25, 1941.

Afterwards a boxing cup was presented by the hon. secretary and treasurer, Len Horner, on behalf of Chief Mechanician George Elliott, of Milton, Portsmouth, who could not be present. This cup was one of several won by George Elliott whilst boxing for the Barham.

The commanding officer (Lieut. (S.C.C.) J. G. Corbett, R.N.R.) surprised the parade by presenting to Cadet P.O. G. J. Read, of the Wembley Sea Cadets, who was the runner-up for the Cornwall Medal for 1959-60, a silver bosun's call and chain, the David and Patrick Pollock Memorial Prize. A really proud father looked on—he was the first lieutenant, Lieut. Reed, R.N.R. (S.C.C.).

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A TANKARD FOR THE CHAIRMAN



At an informal ceremony on the occasion of the Durham branch's annual "smoker," the chairman of the National Council, Shipmate Frank Wade, was presented with a tankard to mark his fifth year in office by the president of the Durham branch, Rear-Admiral R. M. J. Hutton. The Admiral appreciates that a tankard should be more than an ornament! (Photo: By courtesy of the Durham County Advertiser)

We will remember them

Shipmate W. Branch. Died December 15, 1960. Member of Newcastle and Gateshead branch.

Shipmate A. H. Hogbin. Died December 25. Member of Purley and District.

Shipmate Edwin Hall. Was the oldest member of Burnley and District branch.

Shipmate Norman James Ritchie. Died December 30. Member of Bridport branch and was chairman 1947-51 and 1956-57.

The Rev. Charles Edward Payne, founder-member of Maidstone branch and Padre for many years. Died January 6.

OPTIMISM WAS NOT MISPLACED

AN example of what can be achieved by a small body of enthusiastic men was clearly shown by the members of Hayling branch of the Royal Naval Association early in December.

Although only a small branch their optimism in selecting the largest hall on the island for their annual dinner and dance was not misplaced. About 200 people were present at what was, undoubtedly, one of the finest functions which has taken place at Hayling.

Following a sumptuous repast which can rarely have been excelled, speeches were kept to a minimum and shipmates and their guests took to the floor for dancing. During an interval a display

by two ratings from H.M.S. Excellent of cutlass training as practised 100 years ago gave great enjoyment to the assembled company.

The chairman of the branch, Shipmate W. Denton, and Mrs. Denton received the guests and among those present were the branch president, Dr. D. Broughton, and Mrs. Broughton, Air Vice-Marshal V. S. Ewing (R.A.F. Association), Wing-Commander T. A. Scarff (British Legion).

The loyal toast was proposed by Dr. Broughton and Shipmate Denton proposed the toast "The Association" to which the Reverend Frank Roe, in

PAGES OF R.N.A. NEWS

a witty reply, called upon members to persuade the many ex-naval men residing on the island to join the Association.

The arrangements for the function were admirable and the organisers are to be congratulated upon their efforts. The happy, smiling faces of those present must have convinced the branch members that this was an affair well worth repeating.

BEAUTY CONTEST AT R.N.A. DANCE

NEWCASTLE and Gateshead branch of the Royal Naval Association has a full programme for the coming couple of months, but the high-lights are the annual general meeting on February 10 and the dance on board H.M.S. Calliope on March 3.

Capt. G. F. Renwick, Royal Navy, is to be the guest of honour at the dance and during the course of the evening there is to be a heat of the Tyne Tees Television Beauty Contest.

It has not been possible to arrange the annual dinner in February but plans are in hand to hold it in April.

PARTIES AT NEWTON ABBOT

THE annual Christmas and New Year Party of the Newton Abbot branch of the Royal Naval Association was held on January 7 and about 60 members and friends enjoyed a very successful evening.

Another splendid social occasion was the Children's Christmas Party on January 14. Shipmate W. Selley was Father Christmas and he, together with Shipmate W. G. Langridge and Mrs. E. Langridge, presented the 42 children with their gifts.

Games were organised by Shipmate R. Garratt and the children were joined at tea by the President, Capt. E. C. Fenton, Mrs. Fenton and the branch Padre (the Rev. G. J. Clapp) and Mrs. Clapp.

Tea was provided by Mrs. M. Mills and the Ladies' Committee, and this was followed by a film show.



What we want is WATNEYS

BROWN ALE: more people drink Watneys than any other.

DAIRYMAID STOUT: sweet, satisfying, inexpensive.

HAMMERTON STOUT: brewed with oatmeal and glucose for zest.

PALE ALE: bright, clear, very refreshing.

DRAUGHT RED BARREL: the bitter you can trust.

Cape Town member at Portsmouth MEETS OLD FRIENDS

THE Editor was pleased to have a visit from a member of the Cape Town branch of the Royal Naval Association during January. The visitor was Shipmate G. Haddon, who was visiting the United Kingdom on business—and pleasure.

Shipmate Haddon said that the Cape Town branch was doing well and the membership now exceeds 100 and the members are all keen.

The visitor said that although the new Commander-in-Chief, South Atlantic and South America—Admiral N. A. Copeman—only arrived a couple of days beforehand, he and his staff attended the annual church parade. A contingent from H.M.S. Lynx were also present together with the Mayor of Cape Town, Mrs. Newton-Thompson, Admiral Packer and Captain Marriott, the Chief of Staff. The service was conducted by Canon J. Aubrey.

Admiral Copeman gave great pleasure to the branch in accepting the Presidency of the Royal Naval Association branch.

The Cape Town branch was also pleased to meet Mrs. Copeman when she accompanied the Admiral, with his Flag Lieutenant, Lieutenant-Commander Wylie, and Secretary, Commander Henegan, to the annual dance which was held on December 10.

The children's Christmas Party was a huge success. The party, which was held in the Padre's Church Hall, consisted of tea, games and entertainment and each child received a gift. In addition to members' children a number of orphans were invited and altogether about 120 thoroughly enjoyed themselves.

Mr. Haddon visited the wardroom mess in the Naval Barracks at Portsmouth and among the people he met were three or four officers of H.M.S. Gambia (now in the process of reducing to reserve) whom he had last met when he took passage in Gambia from Port Elizabeth to Cape Town. He and they were delighted to renew acquaintances.

Mr. Haddon also visited the Association Headquarters and paid a fleeting visit to the Portsmouth branch at the club in Pitt Street.

FAR EAST STATION

NEW arrivals on the Far East Station include H.M. Ships Hermes, Yarmouth, Rocket and Cassandra. The first two of these spent the Christmas period in Colombo.

H.M.N.Z.S. Otago arrived at Singapore on December 19 and spent Christmas there before sailing for Fremantle on December 26 on her passage from the United Kingdom to New Zealand.

Presentation to founder member, Southend branch

THIRTEEN branches of No. 5 Area of the Royal Naval Association attended the quarterly meeting of the area at the Braintree branch headquarters on November 12. The area president, Capt. E. H. Stern, R.N., was present, and in the chair was Shipmate L. McGowan, of Dagenham Branch.

Considerable time was spent on the subject of welfare work done by branches in the area. This item was brought up by Cdr. H. E. House, R.N., of Chelmsford Branch, who stated that he was very interested in welfare work in the association as a whole and more so in No. 5 Area.

Delegates informed the meeting of the work done in this field in their branches. Shipmates in distress have been helped, old shipmates have been visited and dependants have been assisted. It was agreed unanimously that the Royal Naval Benevolent Trust is always a great help in such matters as alleviating distress once it is brought "into the picture."

The highlight of the evening was the presentation of a cigarette lighter, appropriately inscribed, to Shipmate H. Revell, of Southend Branch, for long and devoted service to the Royal Naval Association. The presentation was made by Capt. Stern, who stated that he was honoured to do so to a shipmate who had done so much for the association in general, and No. 5 Area in particular.

SUNDERLAND SNAPSHOTS

PETER Smith, of Pickering Road, Sunderland, who joined the training ship Ganges at Ipswich in September, intends to make the Navy his career. "It's a grand life even though it's a bit like school at present." His ambition is to join the torpedo and anti-submarine branch.

Peter is following in the footsteps of his father, Shipmate Edgar Smith, who is a member of the Wear branch of the R.N.A., and who also spent some time in the Ganges.

Edgar left the sea in 1945 and now works at the Pallion factory of Bristol Siddeley Engines, Ltd.

Shipmate Bottomley from the Hull branch, and treasurer of No. 11 Area R.N.A., in one of his occasional visits to the town took the opportunity to express the good wishes for 1961 of his branch and wished the Wear club continued success.

Hogmanay was celebrated in traditional fashion. The Wear R.N.A. club had a very busy time and as one moved around it was apparent that the "good spirits" were very much abroad that night. Shipmate Ginger MacLennan, an old Raith Rovers player, greeted his friends in the Gaelic, and the "big ship-little ship" battle between "Jumper" Collins and "Hoot" Gibson, which lasts—Jumper claims—364 days a year, was suspended to admit the New Year.

Parties for the children of members were held on two days over the holiday period when 400 of them were entertained by the Women's Section.

CHANGES AT DORKING

AT the annual general meeting of the Dorking Branch of the Royal Naval Association there were a few changes. There is now a new chairman.

Shipmate Arthur Searle, the man in charge of the money stakes, has stepped in again for another session and so has the secretary, Shipmate R. Vincent.

The social secretary has retired after five years' very good service and at the moment it has not been possible to fill the post. The branch secretary will hold the reins for the time being and deal with letters from other branches on social matters.

Several social events have been arranged and the first is the children's party, always such a success, which will be held this month. Dances have been arranged and during March there is to be a jumble sale. Such affairs are generally amusing and good fun, but more to the point is that they also help the funds.

This is the tenth year that Dorking has been in commission and all shipmates are looking forward to a very successful one.

Bridport loses a Stalwart

THE Bridport branch of the Royal Naval Association has lost one of its keenest members. Shipmate Norman James Ritchie, who died on December 30. Branch members formed a guard of honour at the funeral which took place on January 3.

Shipmate Ritchie took a keen interest in all Royal Naval Association activities and he proved himself a stalwart shipmate who will be missed by all Bridport members. He was the longest serving chairman of the branch having served in that office 1947-51 and 1956-57.

New treasurer—after nineteen years

BATTLE'S GOOD 12 MONTHS

THE Battle Branch held its 22nd annual general meeting on January 13 and a well-attended meeting heard the President compliment the members on a very successful year's work.

Shipmate Ballard particularly thanked the shipmates for enabling some 40 children to attend the Christmas pantomime at Hastings. The Branch Standard had been paraded at 12 dedications as well as the annual reunion at the Festival Hall.

The President reported on the Claverham School Prize Day which he attended officially to present the Royal Naval Association Cup to the form gaining the most points for all-round swimming. He thought that it was very fitting for the branch to be able to present such a trophy.

The treasurer reported a credit balance of £42. This was some £2 less than the previous year. When the cost of the cup mentioned by the President is taken into account, the year's working was most satisfactory. The willingness of members to give their services ungrudgingly and free, even to the extent of travelling long distances to keep the Battle Standard flying, enabled the branch to show such a healthy balance sheet.

TREASURER FOR 19 YEARS

At the ensuing elections the President, Fred Ballard, and the Chairman, Bill Weeks, were re-elected for a further term. Jack Eeley was elected vice-chairman. The Treasurer, Bill Smale—he is 79 and has been treasurer for 19 years in all—decided to stand down, and one of the younger members, D. Standen, was elected in his place.

Cecil Noakes, the secretary since 1951, has had to relinquish that office through continued ill health and is succeeded by Eric Barnes. All members wish Cecil a speedy recovery. Charlie Dumbleton is the standard bearer for the 15th year, and the Dean of Battle continues as branch chaplain.

Since its formation in 1938—it was the fiftieth branch opened—the Battle branch has always been closely associated with the community life of this small country town. Many of the members are also members of the British Legion. The Toc H, the Memorial Hall, the County Council and

Parochial Church Council are represented in the branch. The association organises the annual collection for King George's Fund for Sailors.

The multifarious walks of life of the shipmates include a bank manager, a county councillor, parish councillors, a bookseller, a wine merchant, butchers, grocers, a cobbler, a headmaster of a secondary modern school, an assistant schoolmaster, an auctioneer, factory workers, council roadmen, farm labourers, gypsum miners, solicitor's clerk, school caretaker and civil servants.

With such a cross-section of the community the branch is able to, and does, take a leading part in the affairs of the community and, by the same token, the Royal Naval Association is held in highest esteem.



Seven regularly attending shipmates of Battersea Branch. Their combined ages are 510 years and between them they gave 180 years' service to the Royal Navy. Back row: C. Duffy, C. Cannon, C. Hookings. Front row: W. Hawks, J. Green, R. Royal and W. Humphreys

GO-AHEAD FEELING MALVERN'S SUCCESS

THERE is a lively go-ahead feeling in the Malvern Branch of the Royal Naval Association and everyone is combining to make 1961 Malvern's year.

The branch was originally formed as the R.N. and R.M. Old Comrades' Association on March 26, 1946, and after various ups and downs re-formed a couple of years ago with seven members only. Since that date the "wind of change"; controlled by an enthusiastic nucleus, the branch is on its way to making itself felt again in No. 7 area in particular and in the National Association in general.

Malvern Branch is the proud possessor of the battle-scarred ensign of H.M.S. Tiger, worn at the Battle of Jutland.

Over 80 members and their friends attended the recent annual dinner, a dinner which, through the generosity of shipmates and local tradespeople, cost the branch about £4 only.

Guests, who included Councillor H. F. Lewis, Chairman of Malvern Urban District Council, and Mrs. Lewis, Lieut.-Cdr. Edards (Commanding Officer of Worcester Sea Cadets), Lieut.-Col. Harding Roberts, Commanding Officer of the 267 Medium Regiment, R.A. (T.A.), members of Upton-on-Severn, Worcester and Kempsey Branches of the Royal Naval Association and local British Legion branch members, were welcomed by Shipmate W. J. Edwards, now the branch chairman.

Replying to the toast of the Association, which was given by Shipmate W. Mortimer, chairman of the social sub-committee, Lieut.-Cdr. Edards thought that a closer liaison between R.N.A. branches and Sea Cadet units was important, adding that the bond of fellowship present in the Royal Navy was nowhere stronger than in the Malvern Branch of the Association.

GUEST'S SPECIAL REGARD

An honorary member of the branch, Lieut.-Col. Harding Roberts, said he had a special regard for the Navy, for three reasons: first, he had served with them for four years in the war; secondly, he married a Wren; and thirdly, it was in H.M.S. Worcester that he escaped from Dunkirk.

Miss Kathleen Brown, daughter of Mr. J. Brown, branch vice-president, presented a bouquet to Mrs. Lewis.

In addition to the ordinary business meetings of the branch which are held at the T.A. Centre, Clarence Road, Malvern, it was decided that there will be informal evenings, without an agenda, where shipmates, their wives and friends could have a "natter" without the restrictions imposed when an agenda is in front of the committee.

OWN CLUB IN 2 YEARS

MEMBERSHIP in the Blackhall Branch of the Royal Naval Association is still on the upward trend and all members are on the look-out for new members.

The branch club and headquarters should be under way in the near future, and need it be said how everyone is awaiting its erection. As the Blackhall Branch has only been in commission a couple of years, its own club is certainly an achievement of which the members can be thoroughly proud.

The second annual dinner and dance is to be held on February 25, and already there is "No Room at the Inn"—all tickets having been sold. Last year's dinner and dance was a great

(Continued in column 5)

Battersea to 'Splice the mainbrace'

THE Battersea Branch of the Royal Naval Association is awaiting the next visit of its President with much interest, for the members wish to congratulate him personally upon his promotion to Rear-Admiral. He is Rear-Admiral J. F. D. Bush, D.S.C. and two Bars.

Needless to say, the signal "Splice the Mainbrace" will be flown on the occasion of his visit.

The annual dinner at the branch club, in Battersea High Street, was another great success. The President and Mrs. Bush travelled up from London for the occasion, and among the guests were the Mayor and Mayoress of Battersea.

The Mayor served in the Royal Air Force and may have felt a trifle seasick among so many of the Senior Service, but he did not show it, and more than held his own.

(Continued from column 4)

success, but it is felt that this year's effort will surpass 1960's.

The annual general meeting has taken place, and there are a few new faces on the committee. The members give a special greeting to one of the new vice-presidents, known to them all as "Nat." Nat and his wife have endeared themselves to all concerned with their charm and friendliness, and above all, their keenness to help the branch in all ways.

The children had a "smashing" Christmas party and, to finish off the festive season, children, wives and shipmates all had a wonderful time at the pantomime. Members' thanks are due to the ladies' committee, which "took charge" and very smartly carried out "Operation Panto."

THE LIBERTY BOAT LOOK!



It doesn't take long for the word to get around the ships . . . what very good tailors Willerby's are! Sailors who do care about clothes invariably go there. Suits, coats, sports clothes, uniforms—from Willerby's, all are first class. And an allotment scheme if you wish. Our Naval representatives regularly visit the Fleet at ports of call at home and overseas. If you'd like to know more about Willerby's, see either Mr. Guttridge, or Mr. E. Coughan, when next he visits your establishment. Alternatively, drop us a line, or call in at any of our branches. We shall be pleased to let you have a folder giving details of Willerby's special service for men in the navy.

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How can I save?



Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

* For members of the W.R.N.S. the Pension is £149 a year.

Send this coupon to 246 Bishopsgate, London, E.C.2

Please send full details of the Progressive Savings Scheme

Name.....

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Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



Age next birthday.....NN

Churches of the Royal Navy

Dockyard Workers' two pence per month helped to build Navy's Oldest Church

MANY ITEMS OF NAVAL AND HISTORICAL INTEREST

THE early history of Portsmouth Dockyard is a series of detached incidents separated by long periods of complete inactivity. However, in 1649, the first Commissioner for the Dockyard, Colonel Willoughby, was appointed and from this time Portsmouth gradually became established as a Royal Dockyard.

In the years following many permanent buildings and storehouses were erected and the numbers working in the dockyard were greatly increased.

These increased numbers led to the building of the first dockyard church in 1704. Many of the labourers came from some distance away and the need for some place of worship within the yard became apparent as is evidenced from the original warrant for the building of the church dated February 2, 1702, a copy of which can be seen in the present church.

This warrant refers to "... owing to extreme badness and distance of the wayes towards either Portsmouth or Kingston churches, they are deprived of all opportunity of going thither, especially in the winter. . . ."

NO CHARGE TO NAVY

The warrant goes on to say "... I direct and require you to give leave for ye erecting the Chappell, taking care that the same to be done without any manner of charge to Her Navy, Commissioners, Officers, Clerks, Artificers and others before mentioned having freely subscribed their desire and consent to have two pence per month deducted from their respective wages, from time to time to be paid as a perpetual endowment for ye maintenance of the Minister."

The church was dedicated to St. Anne, the mother of the Blessed Virgin Mary, on August 24, 1704, by the Lord Bishop of Rochester acting by commission of the Lord Bishop of Winchester in whose diocese Portsmouth then was.

The site of the church was where the present Admiralty House now stands. According to the History of the Royal Dock of Portsmouth by Henry Slight, it was similar in design and structure to Holy Trinity Church, Gosport.

In 1785, during the enlargement of the dockyard, it was decided to pull the church down and rebuild it on a larger scale, the old site being required for a dwelling house for the resident Commissioner (now Admiralty House). The church was rebuilt on its present site in 1785 at Admiralty expense.

The estimated cost for the church was £1,850 and was built to a plan executed by a Mr. Marquand—a well-known surveyor of his day. He had

Number one 'fishy boy' was unlucky

THE Minesweeping Exercise Area for ships of the 104th Minesweeping Squadron is close to the island of Pulau Tioman, 120 miles north of Singapore and during recent exercises, ships anchored off this island for the week-end.

Banyan parties were the order of the day, and many ratings found that a coconut palm looks far easier to climb than it actually is.

On board, a multitude of fishing lines went over the side. The Chinese cook, Kwan Tung, was eager to hold his title of "Number One Fishy Boy," which he had gained whilst serving in H.M.S. Newfoundland, but luck was against him until the last day.

Shark fishers went into business in a big way, using lines of quarter-inch wire and a grapnel as hook, baited with two whole fish. The sharks, however, were more intelligent than the fishermen expected, and the only two caught were small ones, on a conventional line.

NEW EAST WINDOW
His design consists of a panoramic view of the dockyard with H.M.S. Victory in the middle; the central panel has the figure of the triumphant Christ, as it were floating over the whole dockyard. The window was completed in 1947 and unveiled on October 19, by Admiral Lord Fraser



St. Anne's Church, H.M. Dockyard, Portsmouth

of North Cape and Vice-Admiral L. V. Morgan, the Admiral Superintendent of the Dockyard, who had played a large part in raising the money for the window, which cost £900, and was raised by public subscription.

The restoration of the west end was started towards the end of 1955 and completed early in 1956. The designing of the Sanctuary, the Chancel and the decorating of the church was carried out under the direction of W. H. Randal Blacking, F.S.A., F.R.I.B.A. The restored church was re-dedicated by the Chaplain of the Fleet, the Venerable Noel Chamberlain, at a service held on February 15, 1956.

St. Anne's Church, which is the oldest existing church in naval use, contains many items of naval and historical interest. In the chancel there is a Memorial Tablet to Rear-Admiral Sir Frederick Lewis Maitland, who, while in command of the Bellerophon off Rochfort, received the surrender of Napoleon after his defeat at the Battle of Waterloo. On the opposite wall is a tablet recalling the valour of Charles Baker, Commander of H.M.S. Drake, who, "when that sloop was wrecked off the coast of Newfoundland in 1822, refused to provide for his own safety until the whole of the crew should be previously saved; and in pursuance of this generous resolution, perished."

UNKNOWN STOKER

Embedded in the floor at the foot of the altar in the side chapel is a wooden cross which originally marked the grave of an unknown Stoker from H.M.S. Vindictive who was killed in the blocking operation at Ostend on May 10, 1918. The cross was brought to the Dockyard Church in 1930, largely at the instigation of the then Commander-in-Chief, Admiral of the Fleet Lord Keyes.

The oak platform on which the Lectern stands was made from wood from the Royal George, which was broken up in Portsmouth yard in 1906. The yacht had been used by four sovereigns, George III, George IV, William IV and Queen Victoria.

The finely carved Coat of Arms at the front of the gallery above the west door are those of the Gifford family, one of whom, Sir William Gifford, was Commissioner of the Dockyard from 1702-05 and in whose term of office the first Dockyard Church was built.

THREE SURRENDERS

Among the flags and Ensigns laid up in the church is that of Admiral Sir Charles Madden, worn in H.M.S. Revenge at the surrender of the German Navy after the First World War. Others are the Flag of Admiral Sir Harold Burrough, flown at the Headquarters of the Allied Naval Commander at St. Germain-en-Laye when the German forces surrendered on May 7, 1945, and the flag of Admiral of the Fleet (then Vice-Admiral) Sir Algernon Willis worn in H.M.S. Nelson at the signing of the armistice terms with Italy at Malta after the surrender of the Italian Navy off Sardinia in September, 1943.

When the library of the late Viscount Grey of Falloden was put up for sale in 1946, a Book of Common

Prayer, dated 1758, was found and on the cover was stamped in gilt lettering "Dock Chapel, Portsmouth, 1766." It was returned to St. Anne's Church in 1946 and is to be seen in the glass case at the back of the church together with a very large Bible, with silver clasps and corner-plates, which was presented to the first Dockyard Church by Jeyses Sewell in 1704.

OLD SILVER

Some of the Communion plate and candle sticks presented to the original church are still in use. There is a silver chalice and paten and an alms dish,

dated 1705, inscribed "The gift of Captain James Littlejohn and Captain Edward Hobson to ye Chappell of Portsmouth Dock, 1705." Another silver chalice and paten, dated 1703, was the gift of Henry Player, Esq. The oldest silver, however, consists of two candle sticks, bearing the date letter of 1691.

The present three-manual organ was built and installed by James Binns, of Leeds, in 1918, at a cost of £885. It replaced an instrument which had been in use since 1867. Although the organ was not materially damaged during the bombing, it became necessary to overhaul it in 1956 at a cost of over £300.

TRUST HELPS MAN WHO WAS PENSIONED 40 YEARS AGO

JUST close your eyes and think for a few minutes about perpetual darkness and then how you are going to navigate the room in which you are sitting and beyond. What a wonderful thing sight is and how awful it is to be without it.

The Royal Naval Benevolent Trust is always dealing with the human problems and these short paragraphs just show the sort of things the Trust is doing.

The case concerns a Chief Stoker who joined the Royal Navy in the last century and was pensioned in the year in which the R.N.B.T. itself was born—1922. He had served his country in Service and civilian life and retired in 1946. He had made his way through the world without assistance until in arriving at eventide his sight diminished and he is now completely blind.

CRIPPLED WIFE

His wife suffered a fractured hip and is so crippled with arthritis that her mobility being affected she is hardly able to go out of doors.

Since retirement 14 years ago they have been able to get by on National Insurance and Long Service Retirement pensions, but because of incapacity of both there developed a strain on budget strings and an application was made to the Trust for a little assistance.

The Chief Stoker being blind and his

wife's mobility—even with crutches—being a slow and painful procedure there was necessity to live on the ground floor of the premises and to develop the old-fashioned kitchen range type of heating into something more modern. They wanted a small electric fire which with installation would cost £11 5s.

NO PLEADING

This was willingly given by the Portsmouth Local Committee and the appreciation of the recipient is shown in the following letter:

"Thank you for your kind help. I managed to get someone to take me up to the electrician on Friday and he is coming to fix the fire on Friday next, 30th. With Mr. — blind and myself a cripple it's always pay out. If he had sight there is so many things he could do to fill his time. The other day a sash line broke, window fell and broke the glass. A while back front wall gave way, all this kind of thing he could repair—but we have to send for the builder every time. It's such a handicap not being able to see, so you can understand how grateful we are for your kind help. Again I say thank you."

The reader will observe no pleading, no asking for sympathy, just plain words of gratitude from a couple of 80 year of age.

UNITED KINGDOM ATOMIC ENERGY AUTHORITY Atomic Energy Establishment, Winfrith

SKILLED CRAFTSMEN

are required to fill vacancies as Research and Experimental Mechanics. Applicants should have served a craft apprenticeship or have had equivalent training. Vacancies are available in the following trades:

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MECHANICAL FITTERS

Application forms can be obtained quoting reference SK/NAT from the Labour Department, A.E.E. Winfrith, Dorchester, Dorset.

Classified Advertisements . . .

SITUATIONS VACANT

BRITISH UNITED AIRWAYS require a Safety Equipment and Survival Officer to be based at Gatwick Airport. The applicant must be fully experienced in all aspects of this work and be able to lecture and check staff on this subject. The appointment would suit retiring petty officers.—Apply to Personnel Manager, British United Airways Ltd., Gatwick Airport, Horley, Surrey.

TRAINING IN ELECTRONICS. As you know, the best way of learning a complicated equipment is by fault-finding, trouble-shooting and systematic inspection. Moreover, technical information is easier to absorb when linked with day-to-day practical application. We have vacancies for men with a basic knowledge of Electronic Telecommunication apparatus, commencing wage £10 3s. 0d. per 42-hour 5-day week. Day release with pay for approved courses is a feature of training. For further details write or call on Personnel Manager, Standard Telephones & Cables Limited, North Woolwich, London, E.16.

STEWARD AND STEWARDESS required, end of February, 1961. Experience in bar work. Stewardess a first-class cook. Wages and holidays in accordance with the Catering Acts. Free accommodation, heating and light. . . A teenager could be employed to assist.—Write Secretary, Long Ashton Golf Club, Long Ashton, near Bristol.

MISCELLANEOUS

AJAX radio controlled taxis, 24-hour service. Tel.: Portsmouth 35333, 4 (two lines).

HOUSEHOLD EFFECTS AND BAGGAGE stored, moved and packed and shipped.—White & Co. Ltd., 120 London Road, North End Junction, Portsmouth. Tel.: 63221.

HOUSE PURCHASE. An ideal scheme for those looking ahead. 100% advance after three years at low rate of interest. Mortgages repaid in event of death.—Write for leaflet, "The House Assured," to the Provident Life Association of London Ltd., 246 Bishopsgate, London, E.C.2.

WANTED, old flintlock and percussion cap pistols, blunderbusses, revolvers; odd ones or pairs. Also old swords, sword sticks, last-war German daggers and small swords. Cash or offer by return.—Edd, Vinnicombe, 31 Dresden Road, London, N.19.

ACCOMMODATION

COMFORTABLE ACCOMMODATION always available for naval men and their wives and families. Short lets preferred.—Phone Portsmouth 24281 for appointment to view.



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Now that we have moved into our new plant—the most modern, air-conditioned semiconductor plant in Europe—we are further expanding our staff engaged in the design and construction of new electronic equipment within and Production Engineering Department.

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Applicants, who should be of Graduate or H.N.C. standard, must be thoroughly familiar with modern electronic techniques, and have had several years relevant experience in industry or the Services.

Good salaries are paid and these are reviewed at six-monthly intervals. There are non-contributory schemes for Pension, Life Insurance and Hospital Benefits. Assistance is given with removal expenses.

Please send a brief résumé of education and career to date, quoting reference number 130/C124N.N., to:



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for a 5-day week

Skilled men apply, stating experience to:

ELECTRICAL INSPECTION DIRECTORATE [NN]
AO/L

Aquila, Golf Road, Bromley, Kent

R.F.A. officers dined in Balwark

THE Masters, Chief Engineers, Chief Officers and a representative number of officers, totalling 36, of the Far Eastern Fleet Royal Fleet Auxiliaries in port were dined on board H.M.S. Bulwark by the Flag Officer, Second-in-Command, Far East Station, and the Officers of the Fleet at Singapore on December 9.

The Commodore of R.F.A.s (Commodore T. Elder, C.B.E., D.S.C.) and the Commodore Engineer, R.F.A.s, Commodore D. C. Leathley, O.B.E., who were in Singapore on a freighting voyage in R.F.A. Fort Constantine, were present together with Captain A. E. Curtain, O.B.E., R.D. (R.F.A. Fort Charlotte), Captain F. A. Shaw, R.D. (R.F.A. Fort Dunvegan), Captain C. N. Rennells (R.F.A. Wave Sovereign), Captain G. Robson (R.F.A. Eddyrock), Captain N. B. J. Stapleton, R.D. (R.F.A. Gold Ranger), Captain N. R. McLeod (R.F.A. Fort Langley) and Captain R. H. A. Adams (R.F.A. Encore).

Each Master was given a large size model of his ship created in sugar by the Chinese staff of Bulwark and a suitable menu containing such dishes as Eddyrock Wild Duck, Charlotte potatoes, Cafe Constantine, etc., was produced for the occasion.

Deep Sea Scout Crew for Excellent

TWO innovations have recently been introduced in H.M.S. Excellent. The first affects the playing of games and the second is the introduction of a Deep Sea Scout crew.

In the first case a far greater emphasis is being placed on the playing of games, so that more facilities are given to play even if it means missing some instruction.

This alteration is already bearing fruit and some 1,900 people played games last month, including basket ball, badminton, water polo, squash (both for men and Wrens), netball for the Wrens, as well as the usual rugger, soccer, hockey and boxing.

(Continued from column 5)

country and Commander and Mrs. Woollard can justly claim to be the sole originators and pioneers of the scheme, which unfortunately must come to an end since Commander Woollard's health has somewhat deteriorated of late necessitating an operation and possibly a long period of recuperation. It is as well to mention that he is in his 79th year!

Efforts to find a successor to continue the work have proved fruitless and this is no doubt due to the fact that the scheme is a non-profit concern which receives no help from outside sources.



A FIRST-CLASS JOB IN THE G.P.O.
Men between the ages of 20-35 are required to work in Central London on installing and maintaining telephone apparatus and transmission equipment. Older men, up to the age of 45, will be accepted, if they have the experience which is particularly suitable.

Commencing pay is £9 16s. 0d. per week rising to £12 2s. 0d.

Men who show ability to progress will be given every opportunity to qualify for Technical Officer posts on which the salary is £600 a year, rising to £850. Further promotion is available.

Apply in writing stating age and experience to:

CHIEF REGIONAL ENGINEER
(Ref. S/D2A (C3)).

London Telecommunication Region,
WATERLOO BRIDGE HOUSE,
WATERLOO ROAD, LONDON, S.E.1

**G.E.C. APPLIED ELECTRONICS
LABORATORIES**
STANMORE, MIDDLESEX

ELECTRONIC TEST STAFF

Vacancies exist for competent engineers to work on the electrical proving of a variety of prototype electronic equipment developed in the Laboratories.

A sound knowledge of circuit fundamentals is essential and experience in making measurements to specification is highly desirable.

Academic qualifications would be an advantage but are not essential for the right men.

Please write to the Staff Manager, quoting ref: NOM/NN.

GIRLS' SCHEME MUST CLOSE DOWN

A scheme which has enabled nearly 3,000 girls and young women to undergo practical training afloat, has enabled them to cruise about in the English Channel and, on a number of occasions, to visit Paris, is having to close down.

The English Rose Sea Training Scheme for Girls was inaugurated 15 years ago by Cdr. and Mrs. Claude Woollard by the acquisition and com-

missioning of the 122 ton Auxiliary Yacht English Rose I. In the English Rose the crews survived varied kinds of adventures in all sorts of weather conditions which few girls had ever before been privileged to experience.

The idea of giving girls practical sea training is an entirely new one in this

(Continued in column 3)

AIRLINE PILOTS

Expansion of BEA's fleet enables us to offer a number of appointments to Pilots between 20 and 31 years of age, seeking a progressive airline career.

We would like to hear from Pilots in the following categories:

- 1 Those who already have the minimum qualifications of Commercial Pilot's Licence and Instrument Rating.
- 2 Those who may be leaving the Services between now and December 1961, who will obtain a Commercial Pilot's Licence and Instrument Rating before or by December 1961.

Pilots in either group who have, or will have, a Commercial Pilot's Licence may be engaged as Trainee Airline Pilots whilst obtaining their Instrument Rating.

Commencing salary for licensed Pilots: £1230-£1410 per annum, according to qualifications and flying experience; for Trainee Airline Pilots: £500-£700 per annum whilst obtaining Instrument Rating.

Apply to: Senior Employment & Services Officer, Flight Operations Department, Bealine House, Ruislip, Middlesex.

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ENGINEER OFFICERS

Engine Room Artificers and Petty Officer Mechanicians completing their Service Engagements are invited to apply for appointment as Junior Engineer Officers in the Shell Tanker Fleet.

Holders of the Ministry of Transport 2nd Class Certificate of Competency are entered as 3rd Engineers

Conditions of service and pay are good; leave is generous. Single cabins are provided for all Officers.

There are arrangements for wives to accompany their husbands on certain voyages.

Promotion, depending upon merit, seniority and possession of the necessary qualifications, is open to Chief Engineer.

There is a generous Contributory Pension Scheme.

For full particulars apply to:

**Shell Tankers Limited,
Ibex House,
Minories,
London, E.C.3**
quoting this paper.

Ending of National Service can help Navy in Championships

JUNIOR AND YOUTH MATCHES HELP TO FIND CHAMPIONS

H. Cockerell, Esq.
NOW that February is here we are half way through the winter. This fact brings thoughts of spring—and spring reminds the athletes who have not been doing winter training that it is time to start. Navy athletics is on the up-and-up and although the Royal Navy has yet to defeat the Army and Royal Royal Air Force in the Inter-Services Championships, we can look forward to narrowing the gap from now onwards with the abolition of National Service.

Olympic Year was 1960 and the Royal Navy, alone of the Services, produced two runners to represent Great Britain at Rome. These were Surg. Lieut. Wrighton, who ran in the 400 metres and had the honour of captaining the British team, and P.O. Boyes, who ran in the 400 metres hurdles. As always, Wrighton is now abroad and Boyes is likely to be soon. Who is to take their place?

FUTURE NAVAL CHAMPIONS

Last year the R.N.A.A.A., under the presidency of the First Sea Lord, Admiral Sir Caspar John, G.C.B., introduced for the first time the holding of youth championships at Portsmouth and junior championships at Plymouth. This year will see this venture repeated at H.M.S. Ganges for youths and at Portsmouth for juniors. This covers the 15-17 year and the 17-19 year age groups respectively, from whence we must look for our future Naval champions. Some of the material is very promising and if only these youngsters can be encouraged to keep it up at sea by participation in Fleet championships, the impetus can be maintained and their early promise fulfilled.

On return from sea, the young athlete will find in Portsmouth and Plymouth two Service clubs, R.N.A.C. South and R.N.A.C. West, who will welcome his joining and cater for his athletic needs. If drafted elsewhere, the best advice for a keen athlete is to join a local civilian club of repute many of whom welcome the Serviceman. To join any club will require the athlete having to pay something out of his pocket for club subscriptions, club colours, and a proportion of travelling and meal expenses in addition to his running spikes.

FINANCE

It might be appropriate at this stage to discuss the conduct of affairs and expenses in connection with Royal Naval athletics and cross country. Each year the Sports Control Board allocates a sum of money to assist the Association to run its affairs and stage Royal Naval championships. These are run on an Inter-Command basis. It was in 1922 that the Sports Control Board presented a cup for the winning team, to encourage not only participation, but to improve the standard of performance throughout the Service.

It was debated at the recent annual general meeting that an individual competitor representing his command should be required to pay an entrance fee in order to reduce the contribution made by the Sports Control Board. This was turned down. If the Sports Control Board withdrew their cup and made the championships an individual competition, the plea for the individual to pay might be valid. But while the competition remains a team competition, from which our best team is selected to represent the Royal Navy in the Inter-Service Championships, it would appear that the responsibility remains with the Service. The Service demands a fit man both in peace and war. As will be seen already the individual is already contributing something to this end in his club activities whether he be competing in cross country or athletics.

CUP WINNERS

As a result of the competition over the years, Portsmouth have won the athletic cup on 25 occasions—more times than the aggregate wins of all other commands. But in the cross country, Portsmouth, although re-



Headquarters of the Royal Naval Athletic Club (South) at the Pitt Street Ground, Portsmouth. In the foreground is C.P.O. S. Johnson, champion hammer-thrower of the Royal Navy, Singapore and Malaya

cording the most successes have had to admit defeat ten times at the hands of the Air Command in the post-war years. Devonport won the trophy once only, in 1928, and Chatham have never yet succeeded, nor will they this year with the closure of their command.

PORTSMOUTH'S ADVANTAGE

The new division of commands will certainly favour Portsmouth who are now to have all the Royal Naval



Surg. Lieut. J. D. Wrighton, R.N.

personnel south of the border. Plymouth will be reinforced by Royal Naval personnel in Scotland, while the Royal Marines will form a separ-



P.O. M. Boyes, the hurdler

ate command. The approximate numbers under the new set-up may be of interest.

Portsmouth Command 22,000; Plymouth Command, 13,000; Air Command, 12,000; Royal Marines Command, 5,400.

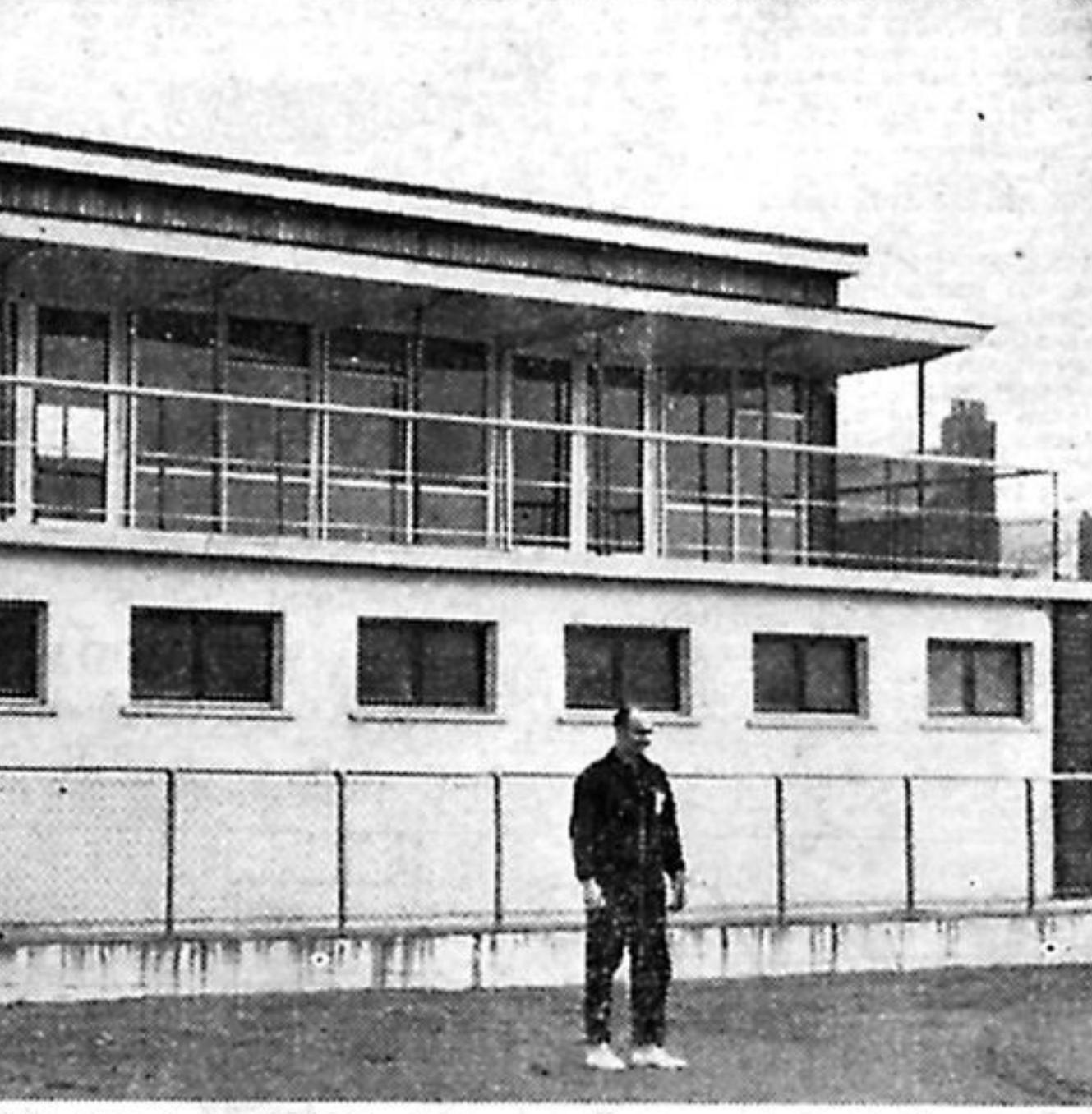
Indeed if in athletics, as in other sports, it transpires that Portsmouth have too much of an advantage, and if the Royal Marines cannot hold their own, it may be better to try out a system of dividing up into geographical areas.

UNIT INTEREST NEEDED

It now remains for the athlete to drop his "Navy News," leave the warmth of his fireside and start his training. In every home port and most of the larger outlying establishments you will find a qualified Royal Naval Athletic Coach. Contact him and he will help you both on and off the track.

—J. R. GOWER, Chairman, R.N.A.A.A.

THE NEW PAVILION



FAR EAST SPORT

IN the Inter-Service Hockey Championships at Singapore, after narrowly losing to the Army, the Royal Navy defeated the R.A.F. by three goals to one and secured second place in the championship table.

It was on Rugby, however, that the Navy's hopes were centred, and the team met an R.A.F. XV which had already defeated the Army, at R.A.F. Changi. A first-class game was enjoyed, in which the R.A.F. were narrow winners by three penalty goals to two.

The match to decide second place in the table, between the Royal Navy and the Army, was cancelled owing to Combined Services Rugby Commitments.

The Fleet Novices' Boxing Championships attracted a large entry of 64 competitors and extended over three days. Finals were held at the Royal Malayan Naval Barracks, and prizes were presented by the Commander-in-Chief.

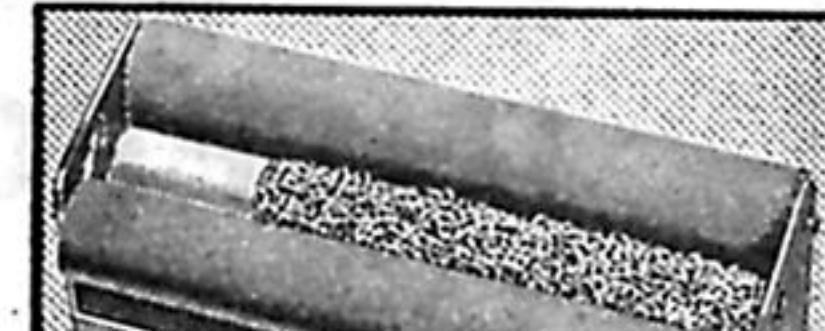
The Fleet Cross-Country Championship in H.M.S. Terror was contested between five teams and individual runners, totalling some 84 competitors.

Although several snakes were killed while the course was being laid out, no casualties occurred during the race. Good grouping brought a well-deserved victory to 42 Commando, Royal Marines. On the conclusion of the meeting, prizes were kindly distributed by Lady Luce.

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By using RIZLA Filter Tips, you not only save enough tobacco to make 20 extra cigarettes with every 8d box of 100 tips, but you also trap a large percentage of nicotine, tobacco tars, etc., and can smoke more in consequence. Note: for a cooler smoke always tap cigarette (TIP DOWNTOWARDS) before smoking.



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